Existing Conditions Mobility and Transportation Analysis

Pedestrian

Walking is prevalent in Barrio Logan and will continue to be important in the future. The mobility plan will consider pedestrian safety and mobility as one of the primary considerations in developing transportation improvements. Pedestrian flows are highest near the Light Rail Transit (LRT) transit stations, parks and schools, and commercial districts. When Interstate 5 (I-5) was built, the Barrio Logan Community was effectively split from the Logan Heights. Two pedestrian bridges cross over I-5 at 30th Street and east of Beardsley Street. Additionally, pedestrians can travel to the other side of I-5 along street crossings at Sampson Street, National Avenue, 28th Street, 32nd Street and Vesta Street.

A procedure for calculating pedestrian level of service (LOS) was adopted and analysis was conducted for selected roadway segments and intersections in Barrio Logan to assess the pedestrian environment. For intersections, the analysis considered crossing distance, signal phasing and timing, corner radius, right turns on red, and crosswalk treatment. At each intersection analyzed, the average LOS of all crossings is LOS C or better. However, some individual crossings were measured to have lower LOS, including the east leg of Main Street at the I-15 ramps which is LOS E. For roadway segments the analysis considered existence of sidewalks, lateral separation of pedestrians from motorized vehicles, traffic volumes, and traffic speeds. The roadway segment analysis showed that five streets or portions thereof were determined to be at LOS E or F: Cesar Chavez between Logan Avenue and Harbor Drive, 28th Street between I-5 and Harbor Drive, 32nd Street between Main and Harbor Drive, Main Street between 27th and the I-5 southbound off ramp, and Harbor Drive throughout the study area. As recommendations are made to improve mobility in the community, a focus will be on improving pedestrian mobility and safety.

Transit

Barrio Logan is well served by bus and LRT service. The Metropolitan Transit System (MTS) provides LRT or trolley service to the Barrio Logan community via the Blue Line with three stops: Barrio Logan Station (near Cesar Chavez Parkway/Harbor Drive), Harborside Station (near 28th Street/Harbor Drive), and Pacific Fleet Station (near 32nd Street/Harbor Drive). Based on year 2006 passenger load data obtained from SANDAG, LRT service is well used and overcrowded during peak periods in the peak commuting direction of travel. MTS is assessing ways to improve service in the corridor. Initially (within the next 10 years), improvements to implement low floor boarding will be completed, allowing faster boarding, particularly for disable riders. This will reduce travel times and improve schedule reliability. Currently the LRT is schedule to arrive every 7.5 minutes during the peak periods, every 15 minutes during the

midday, and every 30 minute in the evening. To reduce crowding on vehicles, the frequency of service would need to be increased. MTS does not have plans as to when increase service frequency of the LRT would occur.

MTS serves the Barrio Logan community with three bus routes:

- Route 11 runs from San Diego State University to Skyline Hills via downtown San Diego and Barrio Logan. Within Barrio Logan, Route 11 provides service along Logan Avenue and National Avenue with seven transit stop locations. The route provides daily service ranging with headways every five to 30 minutes on weekdays and every 20 to 30 minutes on weekends and holidays. Route 901 runs from Downtown San Diego to the City of Imperial Beach via Barrio Logan and the City of Coronado. Within Barrio Logan, Route 901 provides service along National Avenue with five transit stop locations.
- Route 929 runs from Downtown San Diego to the San Ysidro Transit Center via Barrio Logan, City of National City, and City of Chula Vista. Within Barrio Logan, Route 929 provides service along Main Street with 19 transit stop locations.

As part of the study, passenger load data for Routes 11, 901, and 929 were obtained from SANDAG. The Year 2006 passenger load data indicate that Route 901 operated below seating capacity in and around Barrio Logan. Routes 11 and 929 operated below seating capacity outside of the peak commute hours and below standing capacity during the peak commute hours.

An inventory of all 61 transit stops within the community determined that approximately five percent (along Cesar Chavez Parkway) had a shelter, 60 percent had a bench, 15 percent had a trash container, and ten percent had lighting.

Streets and Intersections

Level of service analysis of motorized traffic for 41 intersections during the morning and evening peak hours based on average intersection delay indicates that all intersections operate at LOS D or better except one, Boston Avenue and I-15 SB Onramp which operates at LOS F during the evening peak hour. Planning LOS analysis for motorized traffic on roadway segments is based on daily traffic volumes. All roadway segments function at acceptable LOS (D or better) except 32nd Street between Main Street and Wabash Boulevard, National Avenue between Sampson Street and 27th Street, Main Street between 32nd Street and Siva Street, and Main Street between Dalbergia and I-5 southbound off ramp.

Bicycle

Existing bikeways in Barrio Logan are a Class II facility (striped bike lanes) generally along Harbor Drive between Sigsbee Street and 32nd Street, except several segments that have a paved shoulder instead, and a Class III facility (signed bicycle route) is provided along Main Street between Sigsbee Street and Vesta Street and along Vesta Street between Main Street and I-5. Along Harbor Drive, this route is a part of the Bayshore Bikeway, a 26-mile facility around San Diego Bay. Improvements to extend the Martin Luther King Promenade along Harbor Drive from Park Boulevard to Cesar Chavez Parkway are being planned to coincide with the development of the Bayshore Bikeway as described below. This would allow for a bicycle path on separate right-of-way between Harbor Drive and the railroad tracks. Another Class I bicycle facility will be constructed along the Chollas Creek, terminated near the east end of Boston Street.

Bicycle level of service (LOS) analysis was conducted for selected intersections and roadway segments. For intersections, the analysis considered crossing distance, bicycle travel way, speed of adjacent traffic, left turn phasing, stop bar location, right-turn traffic conflict, and right turns on red. Two intersections operate at LOS E when all crossings of the intersection are averaged (Main Street and Cesar Chavez Parkway, and Main Street and 28th Street). However a total of nine individual crossings at five intersections are at LOS E. For roadway segments, the analysis considered average effective width of the outside through lane, motorized vehicle volumes and speeds, truck volumes, and pavement conditions. Most roadway segments experience LOS B except several along Harbor Drive and Main Street which are at LOS D, E, and F due to lack of bike lanes (along Main Street), roadway geometry (no space buffer between bicyclist and traffic), roadway volumes, high percentage of heavy-truck traffic, and traffic speeds. The plan update will assess means to improve bicycle circulation within the Barrio Logan Community as well as providing connectivity to the Bayshore Bikeway, Chollas Creek Bikeway and uses across I-5.

Parking

Approximately 2,800 legal on-street parking spaces are currently available within community. Based on data collection during three time periods on a typical weekday, parking spaces are approximately 75 percent occupied throughout the community. Certain block faces were observed to be full. These areas are typically utilized by employees of the Port industries near the railroad tracks or near Navy facilities. A residential parking permit district is located within central Barrio Logan, which helps control the spread of spillover parking. Based on feedback from the community, isolated parking problems exist.